

From: George Morino/=TMS/Toyota. Sent: 5/9/2008 8:33 AM.
To: [-] Michiteru Kato/=HINPO/TMC0@TMC0@TMCE.
Cc: [-] Kirk Forsht/=TMS/Toyota@toyota.
Bcc: [-] .
Subject: Re: Some input from NHTSA (S. Yon).

We'll go ahead and book our flights.

George Morino
National Manager
Quality Compliance Department
Product Quality and Service Support
Toyota Motor Sales, U.S.A., Inc.
Tel. 310-468-3392
Fax 310-468-3399

NOTICE: This email message and all attachments transmitted with it are intended solely for the use of the addressee and may contain legally privileged and confidential information. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution, copying, or other use of this message or its attachments is strictly prohibited.

If you have received this message in error, please notify the sender immediately by email reply and please delete this message from your computer. Thank you.

Michiteru Kato/HINPO/TMC0@TMC0
05/09/2008 08:18 AM
To George Morino/TMS/Toyota@TOYOTA
cc Kirk Forsht/TMS/Toyota@TOYOTA
Subject Some input from NHTSA (S. Yon)

George,

I talked with Chris T and Chris S about the demo. Probabaly we will refuse their request and do the demo as planed, it means that we will only do the demo for the engine controls and not prepare the 2004MY and mats.

I will discuss it with Yokoyama-san next Monday.

Thanks,

Mitch

----- 転送者: Michiteru Kato/HINPO/TMC0 転送日: 2008/05/10 00:14 -----

宛先: Michiteru Kato/HINPO/TMC0@TMC0@TMCE@TOYOTA
cc: George Morino/TMS/Toyota@TOYOTA, Jyunji Ogata/HINPO/TMC0@TMC0, Kirk Forsht/TMS/Toyota@TOYOTA, Takeharu Nishida/HINPO/TMC0@TMC0, Takezo Oba/HINPO/TMC0@TMC0, ctinto@tma.toyota.com
件名: Some input from NHTSA (S. Yon)

Mitch,

I talked to Scott today, and he said he will be sending me some technical questions next week (about the Catalyst Deterioration Restrain Control). I will send those on to you when I get them. However, he asked if it would be possible to bring a 2004 Tacoma to the demo, as well as all weather floor mats and TRD floor mats, if possible. I told him I couldn't promise him anything, but that I would look into it.

He told me that he wants the 2004 at the demo to compare pedal placement, not engine control strategies.

He wants our floor mats to compare to some aftermarket floor mats he will bring with him.

Personally, I know where this is headed, but let me know if we even can (or want) to support this request. I realize it may be too late.

He told me on the phone that he doesn't believe the engine idle-up at a stop is a safety concern. He also doesn't think that the Catalyst Control is necessarily a problem either. I asked if he thought any of the engine controls would affect vehicle safety, and he said he wasn't convinced that was the case. So where does this leave this? He thinks all of the complaints can be "binned" like we said in our response (into categories like idle up, catalyst control, etc.). The unexplained ones, however, he believes are either pedal misapplications or floor mats.

My concern is that if we get the mats and the 2004, this now becomes a debate on vehicle pedal placement. They could take the opportunity to highlight the differences between the generations. If we don't want to start that discussion, we should consider just cancelling the demonstration.

Confirmed for attendance are Scott, Jeff Quandt, Kathy DeMeter as well as Bill Collins from VRTC. Possible are from rulemaking: Mike Pine and Pat Boyd. Dan Smith is a maybe.

Bill Collins is the engineer from VRTC who did the ES 350 work with Scott. Some of us will remember his comments from the meeting we had with NHTSA on the ES, when after Erika proposed the floor mat recall, and after Dan Smith "accepted" the proposal, he was the person tried to continue the discussion on pedals, the push button start, and electronic throttle control.

Let me know if it is possible to get the either the 2004 or the mats, or both. And, of course, please tell me your opinion on this new development. I have no problem telling NHTSA that floormats are not part of the demonstration, and that the demonstration is just for the engine controls - that's it. Of course, I also have no problem bringing the mats and the 2004 model, as I now know we have time to prepare for a debate on this subject.

Regards,

Chris Santucci - Assistant Manager
Technical and Regulatory Affairs
Toyota Motor North America, Inc.
Ofc (202) 463-6856 Cell (202) 651-1581 Fax (202) 463-8513
email: Chris_Santucci@tma.toyota.com

Note: We cannot receive attachment extensions listed below.
.exe, .com, .pif, .scr, .cmd, .bat, .vbs, .lnk, .htm, .html, .shs, or .zip

「秘」, 「転送禁止」 - [Secret], [Don't forward]